

The Sydney Morning Herald.

No. 6274.—VOL. XXXIX.]

FRIDAY, JULY 16, 1858.

[PRICE FOURPENCE.]

BIRTHS.

On the 16th instant, at Coombing, Cooroor, the wife of Thomas Egan, by a daughter, was born, at her residence, Clarenceon, Mr. John Cunningham, of a son.

MARRIAGES.

On the 7th instant, Mr. W. Young, Wages Wages, by special license, to the Rev. R. W. Young, Mr. Charles Nixon, second son of the late J. B. Nixon, to Elizabeth Anne Mallyon, eldest daughter of the late Mr. W. Walker, of Kilmarnock.

On the 13th instant, by special license, at the residence of the bride's father, 207, Crown-street, Mr. James Wood, of Kilmarnock, younger son of Mr. W. Walker, of Kilmarnock, to Sarah Ann, daughter of Mr. John Cunningham of Sydney.

On the 16th instant, at Balmain, by the Rev. Joseph Beasley, John Robertson, Esq., of Jamison-street, Sydney, to Sophia, daughter of Mr. W. Walker, of Walsgrave, Lancashire.

DEATHS.

On Sunday, 11th instant, departed this life, at Gundagai, Charlotte Phillips, daughter of the late John Phillips, of Campbelltown, aged 26 years, leaving ten children to deplore their loss.

At the Terrace, Windsor, on Tuesday, the 13th instant, in childhood, William Smith, son of Mr. W. Walker, solicitor, aged 20 years. Funeral on Friday, the 16th instant.

On the 15th instant, at his late residence, Pyrmont Bridge Hotel, Pyrmont, after a short illness, Mr. George Kohl, Consul, Consul of the United States, Sydney.

On the 17th instant, at Balmain, by the Rev. Joseph Beasley, John Robertson, Esq., of Jamison-street, Sydney, to Sophia, daughter of Mr. W. Walker, of Walsgrave, Lancashire.

SHIP ADVERTISEMENTS.

A BARBERS CLIPPER LINER.—FIRST VESSEL TO LONDON.—The first fast-sailing clipper ship, **PHIGONIAN**, 478 tons, THOMAS MITCHELL, commander, having nearly the whole of her cargo on board and engaged, will have immediate despatch. Her cabin accommodations are superior to any vessel now on the water. Apply to Captain MITCHELL, on board, at Circular Quay, or to MONTEFIORE, GRAHAM, and CO.

FOR FREIGHT AND CHARTERS.—TO ANY PART OF THE WORLD.—The fine new clipper ship **NOTRE DAME DE VICTOIRE**, 794 tons register. Will be ready for sea in a few days. Is well ventilated, and has very roomy tween decks.

Apply on board to M. L. DE LERANG, commander.

BOTOMBOY.—THE BRITISH AND AUSTRALIAN ROYAL MAIL COMPANY.—LIMITED.—RE-DUCTION OF FREIGHT.—OVERLAND ROUTE.

Freight from London will be reduced for G. YOUNG and SONS (carrying her Majesty's Mail), calling at intermediate ports, on WEDNESDAY, 11th of AUGUST, at noon precisely.

Rate of passage money, £50 SOUTHAMPTON ; £55, European seafarers half fare; native servants one fourth fare.

Passengers may have their tickets endorsed to a name at any intermediate port.

The mode of travel will be by steamer to Alexandria, and by 14 Stage-coach in the Desert, a distance of 1012 miles, in carriages, and from thence the whole way to Alexandria by railway.

NOTE.—The passage-money from Australia to England for the present season is now lower than the freight and wages remitted to the Horn. Return tickets for a fare and a half, giving ten months in England.

CHAMPION WETTON, Superintendent.

DARKEHATTA STEAMERS.—THE SWIFTEST Packets plied throughout the day as follows:—

From Parramatta, at 8 A.M. and 4 P.M. For Sydney, at 9 A.M. and 4 P.M.

Passage, £1. 6s. cabin, £1. 6s. steerage.

No charge for omnibus.

STEAM TO BRISBANE.—WATER.—On MONDAY next, the 19th instant, at 8 A.M., returning the same, and on the FRIDAY FOLLOWING.

STEAM TO ULLADULLA AND TWOFOLD BAY.—THE ILLAWARRA, THIS DAY.—At noon, for BRISBANE, calling at WOLLONGONG and ULLADULLA.

STEAM TO WOLLONGONG KIAMA, AND SHOALHAVEN.—THE NORA CRIMA, THIS NIGHT, 11 o'clock.

STEAM TO THE CLYDE RIVER.—BRADWOOD, and More Diggings.—THE MIMOSA, every TUESDAY, noon.

STEAM TO THE MANNING RIVER.—THE MULLOOGH, now loading at the Albion Wharf, will sail on MONDAY EVENING next.

E. J. BLAXLAND.

STEAM TO THE HUNTER.—THE WILLIAM, for MORPETH, TO-MORROW (Saturday) the EVENING.

DUNCAN ROBERTSON, for the manager, H. N. S. N. COMPANY'S Wharf, foot of Market-street.

THE A. S. N. COMPANY'S STEAMERS.—**LAURENCE, to the HUNTER, TO-NIGHT (FRIDAY), at 11.**

LAURENCE, to MELBOURNE, TO-MORROW (SATURDAY) AFTERNOON, at 3.

DOMHEKANG, to MORETON BAY and IPSWICH, THIS DAY, at 10.

TARATAP, to WIDE BAY, WEDNESDAY, 20th July, at 10 A.M.

STEAM TO CLARENCE TOWN, MONDAY, 20th July, at 11 A.M.

JAMES PATERSON, manager.

WORFORT MAID.—THE CONCHER WILDE, for MELBOURNE, TO-MORROW (Sunday) the 21st.

WORFORT MAID.—THE CONCHER WILDE, for the above, will sail on MONDAY, the 22nd.

WORFORT MAID.—THE CONCHER WILDE, for CAMPBELL'S Wharf, Circular Quay.

FOR THE MANNING RIVER.—THE LIGHTNING, SUDDEN, master, will sail on SATURDAY.

For freight or passage apply to the master, on board; or MR. CLARKE, Victoria Wharf.

FOR THE MANNING RIVER.—THE LIGHTNING, SUDDEN, master, will sail on SATURDAY.

For freight or passage apply to THOMAS MCCAFFERY, Victoria Wharf.

FIRST VESSEL FOR MELBOURNE.—Cheat Passages.

Saloon, £5 0

The favorite clipper, **MONARCH**, W. MORISON, commander, having the greater portion of her cargo on board, will sail on SATURDAY.

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For freight or passage

RAILWAY ACCIDENT.

(REPORTS AND EVIDENCE RELATIVE TO.)
Ordered by the Legislative Assembly to be printed,
13th July, 1858.

Report from the Chief Commissioner of Railways.
Engineer-in-Chief, traffic manager, traffic inspector,
locomotive foreman, and inspector of permanent
way; with a statement of the particulars of the
killed and injured by the accident on the Great
Southern Railway, on the 10th July, 1858. Also,
The evidence taken at the coroner's inquest.

The Chief Commissioner for Railways to the Secre-
tary for Lands and Public Works.

10th July, 1858.

Sir.—I have the honour to report that a serious accident has occurred on the Great Southern Railway, this morning.

The carriages appear to have left the line at Haslam's Creek Bridge and, after running about three hundred yards, the horse-boxes and three carriages fell over the bank, and three others were thrown off the line.

It is with deep regret I have to add that two persons have been killed, other persons seriously wounded, and three more or less wounded.

The names of those killed are, George Want, Esq., of Parramatta, and Mrs. Hobson, of Pennant Hills Road. One person was wounded, Mrs. Hobson, of Pennant Hills Road, and a young man named Southwell, and his sister. Several other persons are slightly injured, and among them J. H. Atkinson, Esq., of Liverpool.

I am at present inquiring into the cause of the accident, with the Engineer-in-Chief and the Traffic Manager.

I have, &c.,

B. H. MARTINDALE,
The Hon. Secretary for Lands and Public Works.

The Chief Commissioner for Railways to the Secre-
tary for Lands and Public Works.

Railway Department, Sydney, 13th July, 1858.

Sir.—I have the honour to submit, for the information of the Government, a further report upon the late melancholy accident on the Great Southern Rail-

I received the first information of the catastrophe by a telegraphic message from the Sydney station, a few minutes before 10 a.m. on the 10th instant, and immediately proceeded to the station, where I found the Engineer-in-Chief, and left, accompanied by him, by the 10 o'clock train, which was detained for me a few minutes. I ascertained, before leaving, that the traffic manager, with ample medical attendance, together with the permanent way inspector and a sufficient body of labourers, had gone down the line by a special train half an hour before, and I learned that you were with them.

Thinking on reaching the spot, that every possible assistance had been, or was being, rendered to those injured, I turned my attention to ascertain, if possible, the cause of the accident. I examined the line with the Engineer-in-Chief, and found that one carriage or truck had first quitted it. I have since found reason to believe that this was the horse-box next to the tender. The spot where the horse-box quitted the line is close to Haslam's Creek Bridge, about 200 yards from the place where the carriages were overturned. The line for about half a mile before the bridge is straight, and falling with an easy gradient, it is then straight and level for a short distance, after which there is a rising gradient on a sharp curve. The horse-box left the line almost immediately after entering the level. I saw the line stretch about the bridge with a gauge rod, it was in true gauge and good order. Near the curve, about the last of the dip, that part of the line to which the carriage was cut off, and strewed about the line, and still nearer the scene of accident, about two chains length of the line was broken up. These injuries were, no doubt, caused by the train leaving the line. I then examined the carriages: Two horse-boxes were thrown over the embankment (which is here about 15 feet high) on the right hand side, looking towards Sydney, and also one third class carriage: two other third class carriages were thrown down on the left of the road, and the horse-box was thrown on the embankment on the up-side of the line. The wagons did not get off the rails. The carriages appear to have occurred principally in the two first third-class.

I have, &c., B. H. MARTINDALE,
The Hon. Secretary for Lands and Public Works.

empty, and used to travel by a passenger train, especially next to the engine, and engine, and I will refer to the Government for information upon this point to the evidence given by the Engineer-in-Chief at the coroner's inquest, a copy of which will be found among the annexed.

Assuming, therefore, the concurrent evidence of the witnesses as to the rate of speed to be true, I am led to suppose that some derangement in the running gear of the train must have caused the immediate cause of its leaving the line. This must have taken place between the time of the train leaving Parramatta and that of the accident, as both boxes had travelled from Sydney to Parramatta the same morning, and it may possibly have happened immediately before the said occurrence took place.

While thus viewing the my view of the cause of the accident, I cannot claim for it more weight than for a mere conjecture.

I purpose still to make such further inquiries as suggest themselves to my mind, and make some experiments at the working of the horse-box, but I am unwilling to have this further touched at present, in case the Government should wish to have an independent inquiry made.

It may be satisfactory to the public to know that the trains are timed to run at a very moderate speed, and every carriage is constantly and carefully examined, and that an additional officer was appointed on the 3rd June last to act as traffic inspector, to inspect the locomotive and locomotive foreman, who were on the spot immediately after the news was brought. I gave instructions for a train to be made ready, consisting of carriages and two or three loaded wagons. I sent several of the powers for medical men, and others getting ready blankets and other articles that I considered might be useful—amongst which was two bottles of brandy, sent a telegram to the Chief Commissioner, and left a message to the engineer and locomotive foreman, left Sydney by special train about 10 o'clock, and arrived at the scene of accident about 10.30, where I saw the whole of the carriages of the rails. Three third-class, and two horse-boxes being to the right; one first-class, second-class, inclining to the left; the break was being partially over between the two. I regret to say that I found two of the passengers dead, and the remainder were as follows: three of which were brought to Sydney, and two forwarded to Parramatta on a lorry. I proceeded about 1.30 to Liverpool with the train that left Sydney at 2 p.m., and returned with the one leaving Campbelltown at 10.45. The whole of the trains were run afterwards, being each a few minutes late.

I have, &c., JNO. L. BRISTON.

passengers uninjured, or slightly, were forwarded to Sydney soon after your arrival with the Engineer-in-Chief. When I found that the accident had been attended to, I sent a messenger for the coroner; but he had not arrived, and some two hours after, Mr. Darvell, the Police Magistrate at Parramatta, requested me to have the bodies placed on a truck, and removed to Parramatta, which was done.

I examined the road immediately after my arrival on the spot, and traced where the horse-box first left the line, to where the train got off, but could see nothing to account for the accident. I may add that, hearing a rumour that Mr. Atkinson, who was a passenger in the train, and coming with the deceased Mr. Want at the time of the accident, the train was going at a fearful rate, I inquired of Mr. Atkinson if such was the fact, and he informed me that he had said no such thing, but that they were just exchanging newspapers at the time. Mr. Atkinson was seriously injured by the fall. I have, &c., CHARLES J. NEALDS, Manager.

The Chief Commissioner for Railways to the Secretary for Lands and Public Works.

10th July, 1858.

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The Chief Commissioner for Railways to the Secretary for Lands and Public Works.

Railway Department, Sydney, 13th July, 1858.

Sir.—I have the honour to submit, for the information of the Government, a further report upon the late melancholy accident on the Great Southern Rail-

I received the first information of the catastrophe by a telegraphic message from the Sydney station, a few minutes before 10 a.m. on the 10th instant, and immediately proceeded to the station, where I found the Engineer-in-Chief, and left, accompanied by him, by the 10 o'clock train, which was detained for me a few minutes. I ascertained, before leaving, that the traffic manager, with ample medical attendance, together with the permanent way inspector and a sufficient body of labourers, had gone down the line by a special train half an hour before, and I learned that you were with them.

Thinking on reaching the spot, that every possible assistance had been, or was being, rendered to those injured, I turned my attention to ascertain, if possible, the cause of the accident. I examined the line with the Engineer-in-Chief, and found that one carriage or truck had first quitted it. I am confident it is the desire of the railway department that the investigation into the cause of it may be of the fullest character—one that shall at the same time be satisfactory to the friends and relatives of the deceased and injured, and to the public generally.

I have, &c., B. H. MARTINDALE,
The Hon. Secretary for Lands and Public Works.

The Engineer-in-Chief to the Railway Commissioners.

Railway Department, Sydney, 13th July, 1858.

GENTLEMEN.—Immediately after receiving information that an accident had occurred on the Great Southern Railway, I proceeded down the line to Haslam's Creek, where I found the whole of the carriages of the 7.35 a.m. up-train, from Campbelltown, off the line; the engine did not leave the rails, and I proceeded to Parramatta on a lorry. I proceeded about 1.30 to Liverpool with the train that left Sydney at 2 p.m., and returned with the one leaving Campbelltown at 10.45. The whole of the trains were run afterwards, being each a few minutes late.

I am, &c., JNO. L. BRISTON.

Inspector to Manager.

Report on the accident, July 10, 1858.

About 9 a.m., No. 1 engine arrived empty, the driver informing me that his train had run off the line at Haslam's Creek, and several persons were seriously injured. I immediately communicated with the manager, and at once sent a locomotive foreman, who was on the spot immediately after the news was brought. I gave instructions for a train to be made ready, consisting of carriages and two or three loaded wagons. I sent several of the powers for medical men, and others getting ready blankets and other articles that I considered might be useful—amongst which was two bottles of brandy, sent a telegram to the Chief Commissioner, and left a message to the engineer and locomotive foreman, left Sydney by special train about 10 o'clock, and arrived at the scene of accident about 10.30, where I saw the whole of the carriages of the rails. Three third-class, and two horse-boxes being to the right; one first-class, second-class, inclining to the left; the break was being partially over between the two. I regret to say that I found two of the passengers dead, and the remainder were as follows: three of which were brought to Sydney, and two forwarded to Parramatta on a lorry. I proceeded about 1.30 to Liverpool with the train that left Sydney at 2 p.m., and returned with the one leaving Campbelltown at 10.45. The whole of the trains were run afterwards, being each a few minutes late.

I am, &c., JNO. L. BRISTON.

Inspector to Manager.

Report of the No. and position of the carriages, &c., of the 7.35 up-train on the 10th instant.

Train consisted of—Engine No. 1, 1 first-class carriage, 1 second-class carriage, 4 third-class carriages, 1 break-van, 2 horse-boxes, 3 carriages.

Position at the time of leaving Parramatta where the horses were attired.

Engine. 2. 2 horse-boxes, 3. 3 third-class carriages, 4. 1 break-van, 5. 1 first-class, 6. 1 second, 7. 1 third, 8. 1 B goods-truck, 9. 1 C goods-truck, 10. 1 A goods-truck.

The horse-boxes were thrown down the embankment on the down side of the line. The three 3rd class carriages first in the train on the edge of the embankment all turned on their sides; the break-van was also turned between the two roads; the first class, second class, and last third class, were all off the rails, but in upright position, inclining to the right on the up-side of the line. The wagons did not get off the rails. The carriages appear to have occurred principally in the two first third-class.

On a careful examination of the road, I discovered that the wheels of a carriage or horse-box had left the rails about 250 yards on the Parramatta side of where the carriages were overturned; but at this point the permanent way was in perfectly good condition, both as to gauge and level.

On a further examination of the wheels, axles, axle-boxes, and springs of both carriages and horse-boxes, it was evident that they were in a strained position, and the break was caused by the strain, and the framework only being made in the colony, and they are in every respect well and properly constructed.

The line where the carriages first left the rails is level for about two hundred yards, and for half a mile towards Parramatta is perfectly straight, with a falling gradient in the direction of Homebush, at the rate of 40 feet per mile; after passing over this level portion, the rails are in an incline of one in a hundred, and a curve of 20 chains radius.

After a most careful examination of the rolling stock, and permanent way, I am satisfied that there is nothing in the general construction of either that could have been the cause of the accident; but some derangement may have taken place of the axle-boxes or springs of the horse-boxes after leaving Parramatta, which would account for the accident.

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SHIPPING.

ARRIVALS.

JULY 14.—Clarence Packet, schooner, 61 tons, Captain Ashmore, from Isle of Pines 24th June. Passengers—Captain Mulcahy, Captain and crew, Captain and crew, Mr. Gold, Grant, Schneid, and 3 in the steerage. N. Robinson, agent.

JULY 15.—London (s.), 700 tons, Captain Cottier, from Melbourne 11th June. Passengers—Mrs. G. V. Clarke, Mr. Mrs., and 3 Misses Clever, Messrs. Alder, and 2 others. Captain and crew, Masters King, and 49 in the steerage. A. S. N. Co., agents.

DEPARTURES.

JULY 15.—Ariel, for Twofold Bay.

JULY 15.—Dart, for Port Cooper.

JULY 15.—Dart, for Port Phillip.

JULY 15.—Coquette, for Wide Bay and Port Curtis.

JULY 15.—Agamemnon for Sourabaya.

PROJECTED DEPARTURES.

Tans Day (s.), for Callao; Amelia Breitbart, for Adelaide; Alison, for Three Kings, New Zealand; Ann and Maria, for Melbourne via New Zealand.

CLEARANCE.

JULY 15.—Anna and Mary, 285 tons, Captain O'Hagan, for Melbourne via Newcastle, with part of original cargo from Adelaide.

COASTERS INWARD.

JULY 15.—Thomas, 200 tons, from Newcastle, with 100 tons of coal. Thomas, from Callao, with 300 tons of coal, 60000 shrimps. See aussi from the River, with 30000 feet cedar; Clarence (s.), from Morphett, with 10 bales wool, 10 bales 10 bundles skins, 10 trunks hay, 9 packages bacon, 30 bags maize, 4 horses, 40 pigs, 6 cases rice, 50 cases flour.

IMPORTS.

JULY 14.—Clarence Packet, from Isle of Pines: 73 casks coconuts; 1000 lbs. of dried fish; 24 casks of Oysters.

JULY 14.—London (s.), from Melbourne: 200 barrels rice, 50 cases apples, 2 lions, 1 horse and wagon, sundry small packages.

SHIP'S MAIL.

Mail will close at the General Post Office, as follows:—

FOR CALLED.—By the Czar, this day, at noon, if not under way.

FOR NEWCASTLE.—By the Illawarra (s.), this day, at 11 a.m.

FOR NEW PLYMOUTH.—By the Kate Kearney, on Saturday, at noon.

FOR WELLINGTON AND NELSON.—By the Caroline, on Saturday.

FOR NEW CALIFORNIA.—By the Albion, this day, at 6 p.m.

FOR MELBOURNE.—By the London (s.), on Saturday, at 2.30 p.m.

FOR AUCKLAND.—By the Caroline E. Foote, this day, at 6 p.m.

The Clarence Packet left the Isle of Pines on 24th July, and has had heavy head winds throughout. Spoke the George Rainier, ship, from Puget Sound to Sydney on the 30th instant, 63 days out, in lat. 50° S., long. 156° E. The cargo of 31 from the deck of the Am and crew, 100000 shrimps.

The London (s.), left Port Phillip Heads at 6 p.m. on Tuesday, 15th instant, and arrived here at half-past 12 this morning; passed R. M. 100000 shrimps, 100000 oysters, 100000 lobsters, 100000 Green Spring, and Vanquish, were at anchor in the West Channel. The Vanquish ran foul of the Spring, and knocked away the anchor. The Green Spring, and Vanquish, were at anchor in the Head of the Harbour, and the Vanquish, was in West Channel, and flying signal, but could not make it out. Prince Patrick, Prince Albert, and Harry, were at anchor in the Head of the Harbour, and the Wanganui, Kaituna, and Kaituna, were at anchor in the Head of the Harbour. Spoke the Kaituna, heating in the Head of the Harbour 10 miles outside of Hobson's Bay. The Wong Wong (s.), arrived at Port Phillip Heads 21st July, and Monday, the 22nd, at 10 a.m., at the Head of the Harbour, 10 miles from R. M. Head. She experienced strong northerly and north-westerly winds during the passage.

The Wong Wong, after a downward trip made the passage in 50 hours from Heads to Heads.

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The Wong Wong, after a downward trip made the passage in 50 hours from Heads to Heads.

DEPARTURES.

JULY 13.—Iris, schooner, 94 tons, Hempsell, from Warrnambool, with 4000 bushels wheat.

JULY 13.—Lamb, 187 tons, Sister, from Melbourne.

JULY 13.—Lamb, 187 tons, Castie, schooner, 124 tons, McAllister, from Melbourne.

JULY 14.—Ruby, brig, 140 tons, McPherson, from Geelong.

JULY 14.—Savoy, French barque, 362 tons, House, from Melbourne.

JULY 14.—Savoy, 362 tons, Pool, from Melbourne.

DEPARTURES.

JULY 13.—Timandra, barque, Head, for Melbourne, with 408 tons of coal.

JULY 13.—Boundary, Brig, Wilson, for Melbourne, with 230 tons of coal.

JULY 13.—Valiant, brig, Richards, for Melbourne, with 230 tons of coal.

JULY 13.—Policeman, 72 tons, Urquhart, for Sydney; Harriet Hope, Prince Albert, Warren, Gossard, for Newcastle.

DEPARTURES.

JULY 13.—Mermaid, schooner, 94 tons, Hempsell, from Warrnambool, with 4000 bushels wheat.

JULY 13.—London (s.), from Sydney.

JULY 13.—Harriet Hope, schooner, 187 tons, Sister, from Melbourne.

JULY 13.—Waratah (s.), from Sydney.

DEPARTURES.

JULY 13.—Timandra, barque, Head, for Melbourne, with 408 tons of coal.

JULY 13.—Boundary, Brig, Wilson, for Melbourne, with 230 tons of coal.

JULY 13.—Valiant, brig, Richards, for Melbourne, with 230 tons of coal.

JULY 13.—Policeman, 72 tons, Urquhart, for Sydney; Harriet Hope, Prince Albert, Warren, Gossard, for Newcastle.

ADELAIDE.

ARRIVALS.

JULY 4.—Adelaide, from Sydney; Dunedin, from Newcastle.

JULY 4.—Margaret, from Newcastle.

MELBOURNE.

ARRIVALS.

JULY 13.—Admella (s.), from Adelaide; Columbia, from Liverpool.

JULY 15.—London (s.), from Sydney.

JULY 15.—Harriet Hope, schooner, 187 tons, Sister, from Melbourne.

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JULY 13.—Mermaid, schooner, 94 tons, Hempsell, from Warrnambool, with 4000 bushels wheat.

JULY 15.—London (s.), from Sydney.

JULY 15.—Harriet Hope, schooner, 187 tons, Sister, from Melbourne.

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ADELAIDE.

ARRIVALS.

JULY 4.—Adelaide, from Sydney; Dunedin, from Newcastle.

JULY 4.—Margaret, from Newcastle.

SYDNEY.

ARRIVALS.

JULY 8.—Admella (s.), from Adelaide; Columbia, from Liverpool.

JULY 10.—London (s.), from Sydney.

JULY 13.—Harriet Hope, schooner, 187 tons, Sister, from Melbourne.

JULY 13.—Harriet Hope, schooner, 187 tons, Sister, from Melbourne.

DEPARTURES.

JULY 8.—Marion, for Colombia.

JULY 12.—Harriet, Margaret, for Newcastle.

JULY 13.—Harriet, 72 tons, Urquhart, for Sydney; Harriet Hope, Prince Albert, Warren, Gossard, for Newcastle.

ADELAIDE.

ARRIVALS.

JULY 4.—Adelaide, from Sydney; Dunedin, from Newcastle.

JULY 4.—Margaret, from Newcastle.

MELBOURNE.

ARRIVALS.

JULY 8.—Admella (s.), from Adelaide; Columbia, from Liverpool.

JULY 10.—London (s.), from Sydney.

JULY 13.—Harriet Hope, schooner, 187 tons, Sister, from Melbourne.

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ADELAIDE.

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JULY 4.—Adelaide, from Sydney; Dunedin, from Newcastle.

JULY 4.—Margaret, from Newcastle.

SYDNEY HEADS.

ARRIVALS.

JULY 15.—London (s.), from Sydney; Dunedin, from Newcastle.

JULY 15.—London (s.), from Sydney; Dunedin, from Newcastle.

GREAT SOUTHERN RAILWAY.

SYDNEY STATION.—DOWN TRAINS.

STATIONS. Pass. Mail | Pass. Mail | Pass. Mail | Mail.

Miles. a.m. a.m. p.m. p.m. p.m. p.m.

Leeds 8:30 10:30 2:30 4:30 6:30 8:30

London 9:30 11:30 1:30 3:30 5:30 7:30

Southwark 10:30 12:30 2:30 4:30 6:30

Petersham 7:30 9:30 11:30 1:30 3:30 5:30

Paddington 7:30 9:30 11:30 1:30 3:30 5:30

Homesdale 7:30 9:30 11:30 1:30 3:30 5:30

Parramatta 7:30 9:30 11:30 1:30 3:30 5:30

Strathfield 8:30 10:30 12:30 2:30 4:30 6:30

Petersham 8:30 10:30 12:30 2:30 4:30 6:30

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think it could be assumed that they had been incorrect in giving to Captain Martindale a salary of £1000, with £250 gold increase, and an additional sum of £250 to make up for the loss of his military allowance, for the ability and zeal of this officer were praiseworthy in the highest degree, and there could be no doubt that some increase in even larger sum was put down.

He thought as the commissioner had been engaged in England for £1000 a-year, and had only been two years in the colony, that his salary should not be increased.

All that had been said by hon. members in favour of granting this increase of 50 per cent. had not convinced him that it was correct. He asked if a gentleman who had only been in the colony two years and a half to receive an increase of 50 per cent. was not more than fair to him for several years in the Government service? But it was known that since responsible government the salaries of these officers had been reduced; he therefore thought it was most unfair to give this increase to this gentleman. He contended that the Government had promised not to give any increase on the salaries this year, and the House had appointed a committee to inquire into the departments, with a view to the reduction of the expenditure, and that the Ministers now proposed to give this gentleman 50 per cent. increase. He should vote for the amendment.

Mr. PIDDINGTON supported the amendment, because £1000 was the sum the colony was bound to give, and he had considered that sum was a sufficient remuneration for the services required.

Mr. WILLIAMSON supported the amendment.

Mr. SUTTOR said he did not care what former salary had been, for, only the previous night, they had voted an enormous sum of money for a large expenditure of railways; but he was a different officer now, and he thought the present Commissioner was so, and was likely out of the proposed great expenditure upon these works, to save much to the country.

Mr. TAYLOR said he should vote for the salary proposed by the Government. He considered the vote had been against the large expenditure for railways; but he was a different officer now, and he thought the present Commissioner was so, and was likely out of the proposed great expenditure upon these works, to save much to the country.

Mr. OAKES admitted all that had been said, and all that had been gained by the services of Captain Martindale, but he could not see that such an increase as this was a remuneration for those services. He had always been a consistent supporter of the Government, having been sent into the House by his own constituents for that purpose, believing that they were constituents of the Government.

He regretted to see the position in which that Government had placed itself. He should vote for the £1200, as he had been led to believe that there had been some kind of understanding in England that Captain Martindale was to have that amount; but if that were so, he should offer no further opposition—the Government might take what sum they liked, he should be compelled to take it, and he should be compelled to give it.

The original motion—for granting a salary of £1500, was put and carried, on division, by a majority of 23 to 9.

The House adjourned, progress was reported, and leave given to sit again at the hour.

REPTONEMENTS.

The remaining business of the paper was postponed to-morrow, and the House adjourned at twenty-five minutes to twelve o'clock, to three o'clock to-morrow (this day).

ABSTRACT OF SALES BY AUCTION THIS DAY.

Mr. R. MURIEL.—At his New Rooms, Wynyard-street, at half-past 10 o'clock, and half-past 11 o'clock.

Mr. G. COHEN.—At the Monk Auction Rooms, at half-past 10 o'clock, Adelaide-street; at 11 o'clock, Davies and Son's Books and Shoots, &c.

MR. G. COHEN.—At his Rooms, at 11 o'clock, the Blackheath Vale Estate, Parramatta River; City Almshouse, Athol-street, and May-street, Parramatta-street; Paddington, Paddington-street, and Paddington-hill, Paddington; opposite the Barracks, and handsome Family Residence at the rear, known as Victoria Cottage; Stone-built Cottage, South Head, Paddington; and a valuable residence at the corner of Dowling and Duke streets, Valuable Almshouse at Land, near the Wharves, and stone-built Cottage at Paddington-street, behind the Lighthouse Inn, a little above the Tollgate.

MESSRS. BOWDEN AND THRELFELD.—At the City Mart; at 11 o'clock, the River Oil, Geelong, South Geelong, Geelong, Chipping Tree, Oil, Geelong, Sheep, Launceston Hay, Curritans, Hay, Bassau Flour, &c.; at 12 o'clock, Red Camber Fine Dry Flour.

MR. G. COHEN.—At his Rooms, at 11 o'clock, Horses, Cart, Gigs, Deggarts, Spring Cart, Light Carts, Harness, &c.

MESSRS. MOORE AND CO.—At their Rooms, at 11 o'clock, General Drapery, Made-up Goods, Coddle Starts, Elastic Hoses, Ladies' and Children's Underclothing, Dresses, &c.

MESSRS. FRITH AND PAYTEN.—At their Sale Rooms, at 11 o'clock, Tea, Sugar, Coffee, Rice, Beans, Sago, China Plates, Porcelain, Fine Cutlery, China, Cambric, Drapery, Trunks, Boxes, Mangles, China Tea, Oil, Curries, Sheep, Launceston Hay, Curritans, Hay, Bassau Flour, &c.

MR. G. SALAMON.—At his Rooms, at 11 o'clock, Plat Glass, Hairs, Mahogany Bedsteads, Chinese and other Sundries Goods.

MESSRS. BURKE AND CO.—At their Bazaar, at 11 o'clock.

MESSRS. PRITCHARD AND WILLIAMS.—At their Produce Auction Mart, at 11 o'clock, Hay, Maise, Bran, Flour, Tobacco, Hams, Bacon, Shrimps, on the Wharf, at 8 o'clock, Joists, Scantling, Hinges, &c.

MESSRS. A. MOORE AND CO.—At the Labour Bazaar, at 11 o'clock, Household Furniture, Dressing Apparatus, &c.

MESSRS. TURNER AND LAMBERT.—At their Rooms, at 11 o'clock, a variety of Cloths, Sewing Silk, Vestings, Clothing, Handkerchiefs, &c.; also, Woolen Caps, Hosiery, Darning Wool, Knitting Wool, Knitting Needles, Buttons, Gold Watch, Buttons, &c.

MR. H. A. GRAVES.—At the Premises, No. 15, Bourke-street, Furniture and Effects.

MR. G. ADRAIN.—At Mr. Crowley's, Pawninghouse, Kent-street, at 11 o'clock, Unclaimed Pledges.

MR. G. COHEN.—At his Rooms, at 11 o'clock, Furniture, &c.

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HARBOURS IN VICTORIA.

NOTICE TO MARINERS.

Tax following notice respecting the Lights, Beacons, &c., in the colony of Victoria, is published in Tuesday's Melbourne Gazette:-

Department of Trade and Customs, Melbourne, June 10.

NOTICE TO MARINERS, VICTORIA.

LIGHTS, BEACONS, BUOYS, AND LIFEBOATS.

Various alterations have been made to time been made in the lights, beacons, and buoys on the coast and within the ports of Victoria, the following revised lists are published for general information:-

The buoys are divided into three classes: the first class are cone-shaped, built of pine, 16 feet long, 9 feet at broad end, and 16 inches at small end; the second class are cone-shaped, built of pine, 14 feet long, 7 feet at broad end, 18 inches at small end; and the third class are 200 feet long.

These buoys are all secured with chain moorings and mushroom anchors.

Entering from sea, white buoys, with even numbers, to be left on the starboard hand; black buoys, with odd numbers, on the port hand.

Chequered buoys to be passed on either side.

Green buoys, marked "Wreck," are moored close to sunken vessels.

One incoherence having been experienced, and much difficulty in distinguishing the buoys, the commandants, and others in charge of vessels is drawn to the notice of 16 Victoria, N.A. 12, which imposes a penalty of £2 to £100 on persons injuring buoys, beacons, and sea marks.

CHARLES FERGUSON, Chief Harbour Master, Office of Ports and Harbours, Williamstown, May 7.

LIGHTHOUSES AND HARBOUR LIGHTS.

LIST OF COAST, HARBOUR, FLOATING, AND PIER-HEAD LIGHTS IN THE COLONY OF VICTORIA.

CAPE OTWAY LIGHT.—On extreme S.W. point of Cape Otway.—Revolving.—White. Distance seen in clear weather, 24 miles.—White stone tower, the light shows a bright flash once every minute: mariners are required that a dangerous reef lies three-quarters of a mile off.

FLINDERS LIGHT.—On centre of Gable Island, five miles and a half to the S.W. of Cape Howe.—Fixed.—White. Distance seen in clear weather, 17 miles. Lantern stands upon a skeleton timber frame near the middle of the island. The light is eclipsed by a small range of sand hills from S. 13° E. to S. 4° W., in all 19 degrees, for about two miles out to sea: a new stone tower is to be built on the S.E. point of the island, which a fixed light of greater power than the present will be exhibited, due notice of which will hereafter be given.

SHORTLAND'S BLUFF HIGH LIGHT.—On Shortland's Bluff.—Fixed.—White. Distance seen in clear weather, 16 miles.—High light, N. 33° E., 670 feet from low light, when in one line of bearing leads mid-channel clear of Point Lonsdale and Nepean; reefs visible seawards from S. round westerly to S.W.

SHORTLAND'S BLUFF LOW LIGHT.—On Shortland's Bluff.—Fixed.—Red.—Distance seen in clear weather, 16 miles. This light is visible to seaward from S. round to S.W.

GELIBRAND'S POINT LIGHT.—On Gellibrand's Point.—Fixed.—Red.—Distance seen in clear weather 10 miles. This light shows red from S.W. round to S.E., the remainder white.

UPPER LIGHTS.—North end of west channel.—Fixed (two lights).—White.—Distance seen in clear weather, nine miles. The hull is painted red, has the name of the port, and is mounted on a post with a red ball. A bell is tolled during foggy weather.

SWAN SPIT LIGHT.—On S. W. and of Swan Spit.—Fixed (one light).—Red.—Distance seen in clear weather, eight miles. The hull is painted red, has one mast, surmounted with a red ball. A bell is tolled during foggy weather. This vessel will be removed in a few months, and a light of the same character exhibited from a lighthouse now being constructed on piles near the position of the present light.

GELIBRAND'S.—At eastern entrance of ship-channel near the Bird Rock.—Fixed.—White. Distance seen in clear weather, seven miles. Hull painted red, one mast, surmounted with a ball. A bell is tolled during foggy weather. Tidal signals, showing the height of water on the bar, are exhibited on board this vessel.

PORTLAND PIER-HEAD LIGHT.—On end of old jetty.—Fixed.—Red.—Distance seen in clear weather, four miles. Visible from all directions seawards.

GELIBRAND RAILWAY PILOT LIGHT.—On end of Sandridge Railway Pier.—Fixed.—Green.—Distance seen in clear weather, three miles. Visible from all directions seawards.

WILLIAMSTOWN JETTY LIGHT.—On end of old jetty.—Fixed.—Red.—Distance seen in clear weather, three miles. Visible from all directions seawards.

NEW LIGHTHOUSES.

CAPE SCHANCK.—On highest point of Cape Schanck, Bass's Straits.—Flashing.—White. Tower now building; expected to be lighted within six months.

WILSON'S PRIMROSTON.—On extreme southern point of Wilson's Primroston, Bass's Straits.—Flashing.—White. Tower now building; expected to be lighted within eight months.

Harbour lights are to be placed at the entrance of the unmentioned ports in the course of the year, full particulars of which hereafter will be given:—Portland, Port Fairy, Warrnambool, Port Albert.

APOLLO BAY BEACON.—Two on Cape Bunker, situated about 11 miles N.E. from Cape Otway Light-house.—Inner, white; outer black; bearing compass 180°. The Point Head, N. 1° N. The Point Head, N. 1° N. These beacons are intended to mark the position of Henry's Reef, which lies about two miles off Cape Bunker, but not more than 18 feet at its low water. The position of the reef is marked by the intersection of two lines—the one drawn through the beacons on Point Haystack, the other through the beacons on Point Bunker.

MELBOURNE BEACON.—Nepean dry rock at entrance of Port Phillip.—Red, cone-shaped. Tawny hawk to be kept on the port hand.

PORT FAIRY.

BOATS AND MOORINGS.

NORTH-EAST BUOY, No. 2.—N.W. side of channel, in 12 feet.—White, 3rd class. Bird Rock, N.W. & W.; entrance to Swan Point, N.E. & E.

Lonsdale BEACON.—Black iron bar buoy, situated about nine miles N.E. from Cape Otway Light-house.—Inner white, outer black; bearing compass 180°. The Point Head, N. 1° N. The Point Head, N. 1° N. These beacons are intended to mark the position of Henry's Reef, which lies about two miles off Cape Bunker, but not more than 18 feet at its low water. The position of the reef is marked by the intersection of two lines—the one drawn through the beacons on Point Haystack, the other through the beacons on Point Bunker.

MELBOURNE BEACON.—Nepean dry rock at entrance of Port Phillip.—Red, cone-shaped. Tawny hawk to be kept on the port hand.

POINT NEPEAN BEACON.—On Point Nepean, a little above high water mark.—White, cone-shaped, 20 feet high. Bear N. and W. with Nepean Rock Beacon when in a line, and low lighthouse on Shortland's Bluff flagstaff marks position of Corio Rock.

POINT LONSDALE BEACON.—Red pillar with skeleton 200 feet N.W. of the flagstaff.—Red pillar with skeleton 200 feet high. Tawny hawk to mark rock of Point Lonsdale, bearing in one with flagstaff N.W. by N.

GELIBRAND HARBOUR.

NORTH-EAST BUOY, No. 2.—N.W. side of channel, in 12 feet.—White, 3rd class. Bird Rock, N.W. & W.; entrance to Swan Point, N.E. & E.

BIRD ROCK BUOY, No. 4.—S.E. end of Bird Rock, N.W. by N.; North Black Dolphins.

SOUTH-EAST BUOY, No. 1.—N.W. end of sandbank, off Bird Rock, in 12 feet.—Black, 3rd class. West Beacon, W. by N.; Bird Rock, N. 1° E.

SOUTH-EAST BUOY, No. 2.—South side of entrance to Swan Point, N.W. by N.; Point Richards, N. 1° E.

SOUTH-EAST BUOY, No. 3.—Black, 3rd class. Lighthouse Gellibrand's Point, S.W. & W.; Sandridge Church Steeple, N. by E. & N.

SANDRIDGE JETTY LIGHT.—On end of Sandridge Jetty.—Fixed.—Red.—Distance seen in clear weather, three miles. Visible from all directions seaward.

SANDRIDGE RAILWAY PILOT LIGHT.—On end of Sandridge Railway Pier.—Fixed.—Green.—Distance seen in clear weather, three miles. Visible from all directions seawards.

WILLIAMSTOWN JETTY LIGHT.—On end of old jetty.—Fixed.—Red.—Distance seen in clear weather, three miles. Visible from all directions seawards.

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LEGISLATIVE COUNCIL.

BUSINESS PROCEEDINGS THIS DAY.

Mr. DEAS THOMSON to move for any correspondence on the subject of the Royal Commission, between the President of this House and the Colonial Secretary.

Mr. Nowson to move, That the petition from certain attorneys, solicitors, and proctors of the Supreme Court of New South Wales, relative to the conduct of a fourth Judge, presented by him on the 2nd instant, be printed.

Mr. ALBAN STEPHENS to move for leave to bring in a bill to prevent the engines and carriages being commanded by trustees, bankers, and other bailees of property.

Mr. Nourse to move, That the petition from certain of the members of the Bar, respecting the extension of railways, presented by him be printed.

GENERAL BUSINESS—ORDERS OF THE DAY.

Bill of Sydney, and Newcastle Lands Investment Bill; Bill of Evidence Amendment Bill; third reading.

Law of Evidence Amendment Bill; third reading.

Standard Banking Rules and Orders of the Day; adoption of the Report from the Committee on the same.

Orders proposed to be established for the guidance of the House in a matter of complaint against the Judges or other public officers.

Bill of Evidence Amendment Bill; adoption of the report.

Bill of Evidence Amendment Bill; adoption of the report.

Mr. WISE (contingently upon the third order of the day being read) to move, That the report of the committee of the Colonial Office on the Royal Commission be referred to the Standing Committee to that committee for the purpose of inserting in the list of words "as within the competence and jurisdiction of your Honourable House" into the list of words that are remarkable words of the Royal Commission, in the report of the Royal Commission, or any other Act of the Imperial Parliament.

Mr. LAW (contingently on the Committee of the Associated Colleges Partial Removal Act) to move, That the words "Syndicate Religious Instruction" and in the preamble to the bill be struck out, and are hereby repealed and withdrawn from the said Preliminary.

Mr. DEAS THOMSON to ask the Honorable the Solicitor-General, whether it is the intention of the Government to make permanent provision for such persons as may suffer from permanent injuries.

Mr. DEAS THOMSON to ask the Honorable the Solicitor-General, Whether it is the intention of the Government, for the time being, to call in the services of the Standing Committee in reference to cases of complaint against the Judges or other public officers.

Mr. DEAS THOMSON to ask the Honorable the Solicitor-General, Whether it is the intention of the Government to introduce any bill founded on the report of the House on the 11th December, 1857, on the business of the Supreme Court?

LEGISLATIVE ASSEMBLY.

BUSINESS PROCEEDINGS, THIS DAY.

Overruled—Orders of the Day.

Mr. MASON to move, That the Select Committee now sitting be referred to and report upon the railway service of Tasmania, West.

Mr. MASON to move, That the proceedings of the select committee appointed in 1854 and 1855, to inquire into the Administration of Estates be referred to the committee now sitting.

Mr. PATTERSON to move, 1. That, in the opinion of this House, a system might advantage be established under the management of the Government, for the removal of the difficulties and occupations now existing in the country districts, into the interior. 2. That those ought to be formed at Goulburn and Bathurst, to whom immigrants, and other emigrants, at moderate charges, there being no means provided by private enterprise by which female immigrants and their families may be forwarded to the interior.

Mr. MASON to move, That the report of the Select Committee now sitting be referred to and report upon the railway service of Tasmania, West.

Mr. MASON to move, That an address be presented to the Governor-General, praying that the same may be referred to the Standing Committee, for the purpose of returning the names and occupations of the jurors who served at the coroner's inquest held on the remains of the persons who were killed by the railway accident on the 11th instant, and a copy of all their proceedings at the said inquest.

Mr. THOMSON to move, That copies of the unauthenticated documents referred to in the address be referred to the Standing Committee.

Mr. MASON to move, 1. Report of the Immigration Board, dated 2nd February, 1855, on the evidence taken before them, in respect to the irregularities alleged to have been committed by the Commissioner of Immigration. 2. Return showing the number of immigrants who arrived in New South Wales during the several months of 1857, and the names and occupations of the persons to whom they were referred from each division of the United Kingdom.—Ordered to be printed, 25th May, 1858.

Mr. MASON to move, That the address in reference to the railway service of the Indian Government, adopted by the motion of Mr. Smith, on the 25th ultimo, be printed.

Mr. COWAN to move, That the petition from Sydney, relative to the extension of the Publican Licensing Bill, be referred to the Standing Committee.

Mr. COWAN to move, That the petition from Sydney, on the 15th instant, be referred to the Standing Committee.

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